

**POMRIL**  
Pure Non-alcoholic  
APPLE JUICE.  
For Dozen Quarts \$6.00.  
For Dozen Flasks \$2.50  
H. Price & Co.  
458

# The China Mail.

ESTABLISHED 1845.

**CLUB**  
WHISKY  
Finest Value in the Colony.  
\$14.00 Per Dozen.  
H. Price & Co.  
458

No. 13,163.

號九月六年五百九千一英

HONGKONG, FRIDAY, JUNE 9, 1905.

日七初五月巳乙

PRICE, \$3.00 Per Month.

**MAEWEW, FRICKEL & CO.**

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for  
EUROPE.  
Parcels and Goods shipped to all parts  
of the World.

All Expenses, including Duty and other  
destination charges, may be paid by order,  
or otherwise as desired.

Goods received for Storage, Packing,  
Shipping or Transhipment.

Estimates for Freight and other charges  
upon receipt of Public Capacity, Contents,  
Weight and Value.

**CHINA PARCEL EXPRESS**  
OFFICE—3, DUDDELL STREET.  
Hongkong, December 5, 1904. 1815

Intimations.

FIREF INSURANCE ASSOCIATION OF  
HONGKONG.

NOTICE IS HEREBY GIVEN that  
THE FIRE INSURANCE OFFICES will  
be CLOSED for the Transaction of Public  
Business on WHIT MONDAY, the 12th  
instant.

By Order,

J. E. BINGHAM,  
Secretary.

Hongkong, June 8, 1905. 1124

BANK HOLIDAY.

THE EXCHANGE BANKS will be  
CLOSED for the Transaction of Public  
Business on MONDAY, the 12th  
instant, WHIT MONDAY.

Hongkong, June 7, 1905. 1116

WANTED.

A FIRST-CLASS CHINESE CLERK

Apply to  
ARRATOON V. ALCOA & CO.,  
45, Wyndham Street.

Hongkong, June 5, 1905. 1101

NOTICE.

HAVING Resigned my position as  
Manager of Messrs. DODWELL &  
CO., LTD. at this Port on the 8th Inst.,  
and having returned here on SUNDAY,  
the 28th Inst., I have taken the opportunity  
of this day of returning to my late Board  
of Directors in London the Power of  
attorney granted to me on the 21st November,  
1904.

E. J. MOSS.  
Foochow, 30 May, 1905.

NOTICE.

WE have this day established ourselves  
at this Port as GENERAL MERCHANTS,  
Shipping, Insurance and Com-  
mission Agents with Branch at Hankow,  
Shanghai and Colombo.

MOSS & CO. LTD.  
Hong Name "MOW CHONG"  
Hongkong, June 6, 1905. 1112

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous  
goods for Storage in well ventilated  
and lighted EUROPEAN FIRST-CLASS  
GODOWN, CENTRAL POSITION.

Rate of Fire Insurance 1% only.

For Particulars apply to

LUTGENS, EINSTMANN & CO.  
Hongkong, May 27, 1905. 1060

PERFECTION IN CHEESE.

EYSSEN'S CRUSTLESS DUTCH  
in Small Tins.  
DUTCH CREAM CHEESE  
in 1 KILO TINS  
OF ALL DEALERS.

Hongkong, May 27, 1904. 1039

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

WE beg to notify the Public generally  
of Hongkong that we have just  
OPENED a First-class Tonsorial Hall at  
the above address. We make Cleanliness a  
Specialty.

VICENTE BARCENILLA, Proprietor.

Hongkong, April 10, 1905. 453

THE POPULAR  
SCOTCH  
IS  
BLACK & WHITE



AMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
H. M. THE KING  
and  
H. R. H. THE PRINCE OF WALES

Supplied at all the Leading Cities and  
Houses, and to be obtained from LANE  
CRAWFORD & CO., Queen's Road  
Central.

## Business Notices.

**W. S. BAILEY & CO.**

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LTD.

STEAM PUMPS OF EVERY DESCRIPTION.

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.

s.s. FOYAN, 2,338 tons, Captain R. D. Thomas.

s.s. FATSHAN, 2,250 tons, Captain W. A. Valentine.

s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.

s.s. KINSHAN, 1,095 tons, Captain J. J. Lessins.

Departures from HONGKONG to CANTON daily at 8.30 a.m. (Sunday Excepted), 9 p.m.  
and 10.30 p.m. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8.30 a.m., 3 p.m. and 6 p.m.  
(Sunday Excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from HONGKONG to Macao on week days about 2 p.m. (See Special Sum-  
mer Time Table).

Departures on Sunday at Noon. Departures from Macao to HONGKONG daily at 8 a.m.

Cheap Excursions on Sundays per s.s. HONAM, leaving HONGKONG at 8 a.m., and  
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. & MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willer.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 873 Tons, Captain B. Branch,  
makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.

This Fine New Steamer has Excellent Saloon Accommodation and all Modern  
Conveniences.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWINE.

Agents, CHINA NAVIGATION CO., LTD.

18

**PELHAM HOUSE.**

PRIVATE HOTEL, CENTRALLY SITUATED.

THREE MINUTES' WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE.

28, WYNDHAM STREET.

Hongkong, September 6, 1904.

## Business Notices.

**BELL'S ASBESTOS**

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

**PUMP PACKINGS.**

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

**LANE, CRAWFORD & CO.**

NEW STOCK OF

**CABIN TRUNKS,**

SOLID SOLE LEATHER,

CANVAS, WOOD, &c.

A LARGE SELECTION OF

**KIT BAGS, SUIT CASES,**

AND EVERY REQUISITE FOR TRAVELLERS.

**LANE, CRAWFORD & CO.**

**STAG HOTEL,**

148, QUEEN'S ROAD CENTRAL.

A FIRST-CLASS HOTEL, MOST CENTRALLY SITUATED.

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to **THE MANAGER.**

Hongkong, November 3, 1904.

## Business Notices.

**GREEN ISLAND CEMENT CO., LTD.**

**PORTLAND CEMENT**

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

Hongkong, March 7, 1905.

1063

**FAIRALL & CO.**

**SEASON'S NOVELTIES**

IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

**CHILDREN'S SHOES & SANDALS.**

DRESSMAKING A SPECIALITY.

52, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905.

1066

THE

**HONGKONG HOTEL.**

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

2196 A. F. DAVIES, Acting Manager.

**THE CONNAUGHT HOTEL,**

QUEEN'S ROAD CENTRAL

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.

Large and airy Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to **THE MANAGER.**

Hongkong, August 1, 1904.

1415

**THOMAS' HOTEL.**

A FIRST CLASS HOTEL, most centrally situated. Well-Furnished and airy

Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to **THE MANAGER.**

Hongkong, August 1, 1904.

1416

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## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PIN-NEZ AND EYE PRESERVES.  
G. FALCONER & Co. are AGENTS TO ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
EASTMAN'S KODAKS AND FILMS.  
64, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
84, QUEEN'S ROAD CENTRAL.

**JAPAN COALS.**  
**MITSUI BUSSAN KAISHA**  
(MITSUI & CO.)

HEAD OFFICE: 1, SHIBA-CHO, TOKYO.  
LONDON BRANCH: 124, LIME STREET, E.O.

HONGKONG BRANCH: FIFTH BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Nanking, Port Arthur, Seoul, Chenculpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimomotsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Maidzuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS for Hokkaido, Hondo, Kanada, Fojinotana, Mameda, Mamora, Ono, Utsuji, Sasahara, Tsuchikubo, Yoshinotan, Yosho, Yunokihara, and other mines.

S. MINAMI, Manager, Hongkong.

1115

UNTOUCHED BY HAND.

**MELLIN'S FOOD**  
For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch.  
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**OAKLEY'S WELLINGTON KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING  
CUTLERY - 31, REA, 126, 1/4.  
**KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING  
INJURY TO THE KNIVES  
**JOHN OAKLEY & SONS**  
BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS, LIMITED, 11 WELLINGTON MILLS, LONDON.

**DINNEFORD'S**

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

SAFEST and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females  
and the  
Sickness of Pregnancy.

One Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Excretions, &c.

Our Excretions, &c.

Try It.

It is a pure soluble cocoa with a delicious natural  
flavour which you cannot fail to enjoy.

"Pure and unmixed." - THE LANCET.

"Perfect in flavour. Pure and well prepared."  
BRITISH MEDICAL JOURNAL.

"A perfect beverage, combining Strength,  
Purity and Solubility." - MEDICAL ANNUAL.

**DINNEFORD'S MAGNESIA MAGNESIA**

It pays you to buy the best,  
& the best of all cocoas

is

**van Houten's**

**Cocoa**

Try It.

It is a pure soluble cocoa with a delicious natural  
flavour which you cannot fail to enjoy.

"Pure and unmixed." - THE LANCET.

"Perfect in flavour. Pure and well prepared."  
BRITISH MEDICAL JOURNAL.

"A perfect beverage, combining Strength,  
Purity and Solubility." - MEDICAL ANNUAL.

**BEST & GOES FARTHEST.**

## Intimations.

**MITSU BISHI CO.**

## COAL DEPARTMENT.

## MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI,"  
which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.

AI, ABO 5th EDITION, WESTERN  
UNION CODES USED.

ALL LETTERS ADDRESSED  
MANAGER, MITSU BISHI CO., WITH  
NAME OF PLACE UNDER.

BRANCH OFFICES.  
NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

AGENCIES.  
SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.  
YOKOHAMA: M. ASADA.  
CHINKIANG: GEARING & CO.  
MANILA: MACDONALD & CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.

SOLE AGENTS for Hokkaido, Hondo, Kanada, Fojinotana, Mameda, Mamora, Ono, Utsuji, Sasahara, Tsuchikubo, Yoshinotan, Yosho, Yunokihara, and other mines.

3335.

Hongkong, May 31, 1904.

1115

## TAKASHIMA COAL.

New and additional shafts at the Taka-shima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, March 11, 1905. 77

## S. MOUTRIE &amp; CO., LTD.,

PIANO AND ORGAN  
MANUFACTURERS,

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of \$1.80 each, 5% on wholesale orders.

The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced quen.

WE DEFY COMPETITION.  
INSPECTION INVITED.

Hongkong, March 3, 1905. 458

## VIAVI REMEDIES

ASSIST NATURE.

A PURELY VEGETABLE compound used with great success for Mothers and Daughters. Advice Free.

Mrs WEBB, Mungers, VIAVI OFFICE,  
26, LEIGHTON HILL ROAD, Hongkong, East, Near Race Course and No. 1 Police Station.

Hongkong, May 15, 1905. 937

937

## THE

## HONGKONG

## DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price ..... Fifty Cents.

To be had at the "CHINA MAIL" Office  
6 Wyndham Street

WEEKLY NEWS  
FOR HOME.

## The Overland China Mail

Published to suit the Departure  
of each English and French  
Mail Steamer to Europe.

## FULL REPORTS

AND THE LATEST INTELLIGENCE  
(Commercial, Shipping, etc.)

\$17 per ANNUM (including Postage).

"CHINA MAIL" OFFICE,  
5, WYNDHAM STREET, HONGKON.

NOW READY.

Copies may be had at "CHINA MAIL" Office  
Price 50 Cents each.

## Intimations.

## GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH  
and MEXICAN DOLLARS, current  
in this Colony, in Exchange for Sterling  
Bills drawn at 10 days' sight on the  
Lords Commissioners of His Majesty's  
Treasury, London, will be received by the  
Chief Paymaster, Army Pay Department,  
until 11 A.M. on the 13th June, 1905.

The Tenders to state the total amount  
in Pounds Sterling and the amount for  
which each Bill should be drawn, but no  
Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in  
Sealed Covers, addressed to the Chief Pay-  
master, Army Pay Department, and endorsed  
"TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of  
the tenders is reserved.

Copies of Form of tender can be had on  
application.

P. H. HAYNES, Colonel, A.F.D.,  
H.M. Treasury Chest Officer,  
Fletcher Street, Hongkong.  
June 8, 1905. 1191

HONGKONG HIGH-LEVEL TRAM-  
WAYS CO., LTD.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of the above named Company  
will be held at the Registered office of the  
Company, Alexandra Building, on TUES-  
DAY, the 20th instant, at 12.30 P.M., when  
the subjoined Resolutions which were pre-  
sented at an Extraordinary Meeting of the  
Company, held on Saturday, 3rd of June,  
1905, will be submitted for confirmation as  
Special Resolutions.

RESOLUTIONS:

1. That it is desirable that the Company  
may be dissolved and that it be wound  
up voluntarily.
2. That the General Managers be and they  
are hereby appointed Liquidators.
3. That the Liquidators be and they are  
hereby authorised to consent to the  
registration of a New Company to be  
named the "PEAK TRAMWAYS  
COMPANY, LIMITED," with a  
Memorandum and Articles of Association  
which have been prepared with the  
approval of the Consulting Committee.
4. That the Liquidators be empowered to  
sell to the "PEAK TRAMWAYS  
COMPANY, LIMITED," the under-  
taking of this Company at the price of  
\$200 per share either in cash or shares of  
the "PEAK TRAMWAYS COMP-  
ANY, LIMITED," at the option of  
Shareholders of this Company and to  
enter into all necessary Agreements to  
that effect.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, June 8, 1905. 1193

HUMPHREYS' ESTATE & FINANCE  
CO., LTD.

THE SHARE CERTIFICATE No. 07  
for Eighty-seven Shares Numbered  
103730-103816 inclusive on which the sum of  
\$2.50 per Share has been paid-up,  
STANDING in the Register in the name of  
JOHN KOYLE of Hongkong, having been lost,  
NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the  
offices of the Company, Alexandra Building,  
Des Voeux Road, Victoria  
Hongkong, on or before 6th JULY, 1905,  
a new Certificate for the said Shares will be  
issued, and the old Certificate will there-  
after be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, June 8, 1905. 1194

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

NOTICE.

THE Certificate No. 2493 for 25 Shares  
in the above Company numbered  
14306 to 14330 inclusive, standing in the  
Register of Shareholders in the name of  
TONG SHOU PANG, also the Certificate  
No. 2494 for 25 Shares in the above  
Company numbered 14331 to 14355 inclusive  
standing in the Register of Shareholders  
in the name of TONG SHOU KIANG, having been lost, it is thought, in the  
in the destruction of the Steamship Yuen-  
Wo by fire in the Yangtze River on or  
about the 26th April, 1905. NOTICE IS  
HEREBY GIVEN that Duplicate Certificates  
for the said fifty Shares will be issued at  
the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

DOUGLAS LAPRAIK & CO.,  
General Managers.

Douglas Steamship Co., Ltd.

Hongkong, May 30, 1905. 1061

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

NOTICE.

THE Certificate No. 2493 for 25 Shares  
in the above Company numbered  
14306 to 14330 inclusive, standing in the  
Register of Shareholders in the name of  
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DOUGLAS LAPRAIK & CO.,  
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Douglas Steamship Co., Ltd.

Hongkong, May 30, 1905. 1061

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Wo by fire in the Yangtze River on or  
about the 26th April, 1905. NOTICE IS  
HEREBY GIVEN that Duplicate Certificates  
for the said fifty Shares will be issued at  
the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

## ARTIFICIAL STONE.

The following description of how artificial stone window sills and similar articles are made is given in the May Part of *Building World*. The writer says: "The mould may be made of 11-in. boards, which should be screwed together at the joints and, preferably, lined with sheet zinc if fine surfaces and sharp articles are required. A mould is not generally provided with a top or bottom, but consists of a frame (sides and ends) that lies on a flat bed which serves to form the bottom surface of the mould. For convenience in removing the finished blocks from the moulds, one of the sides should be removable and may be kept in place with wooden wedges and wrought-iron strips. The moulds should, before they are used, be coated inside, with licensed oil soap. A suitable composition for artificial stone consists of one part of Portland cement, one part of clean sharp sand, and two parts of broken stones of about 1-in. gauge. The materials should be mixed together first in a dry state on a mixing floor, and then, while being sprinkled through a rose-top watering can, should be turned over again and thoroughly mixed; the composition may then be filled into the moulds, and should be well rammed into the corners. The surface that will be exposed when the block is set in position in the building should be skinned over with a coating of neat cement or of cement and sand in equal parts. When the mould is filled it should be left undisturbed for a week in order that the block may set hard; the block is then taken out of the mould and stacked in the open air and left to mature for some months (the longer the better). The blocks may be coloured by adding the colours in dry powders (such as Venetian red or red or yellow ochres) to the materials before mixing. If economy is studied, these coloured powders may be added to the outside layers of cement only.

## PREPARATION OF MARINE CURIOS.

The following particulars on preparing marine specimens, intended for museums and other scientific purposes, are given in the *Work*. The writer says: "Salt-water fish, when intended for museum display in fluid preparations, should be killed by boiling, put in fresh water. The skin should be removed with pads of cotton wool moistened with dilute acetic acid. The specimen should then be held in the hand and a fine entomological pin inserted at the base of each fin until extended to secure it in this position until hardened. It should then be laid out straight in a flat dish, and covered with a 5 per cent. solution of formaldehyde, left in this for a day until sufficiently hardened to store in suitable jars with the same preservative. Large specimens should be treated with an injection of the concentrated fluid, by means of a glass syringe through the mouth and the anus. The cartilaginous skeletons of dogfish, and the osseous skulls of other species, may be prepared by successive macerations in hot water, the flesh being removed with a blunt knife. The dogfish skeleton should be preserved in a 20 per cent. solution of glycerine, mixed with an 84 per cent. solution of alcohol, or in a 10 per cent. chromic acid solution; formaldehyde should not be used. Seasquirts and other tunicates should be placed alive in a bowl of clear sea-water, and a little pure methylic alcohol added in small quantities until they are completely narcotised, when they may be killed in an expanded condition by immersion in a 20 per cent. solution of formaldehyde, and afterwards preserved either in a 5 per cent. solution of the same liquid or in the glycerine and alcohol solution. Cephalopods should be treated in the same manner, but with a stronger percentage of alcohol added to the seawater. Their amputa should be neatly and naturally arranged, and temporarily fixed with fine pins, until the specimen has been hardened in formalin. Alcohol in successive 10 per cent. strengths, 30 per cent. to 80 per cent. should be used as a final preservative, the changes being allowed to occupy about a week; this method of treatment is necessary on account of the tendency of formalin to dissolve the internal shell.

## BETTER AND BRIGHTER.

Mrs. MARGARET RAVEN RELATED VERY GRAPHICALLY IN A LETTER HOW JOY OVERCAME HER DESPAIR.

There is no joy like the joy of being again in perfect health after you have been disabled, so to speak, by the pains and after-effects of a long, tedious illness. That is the dominating note struck in a letter written on December 7th, 1904, by Miss Margaret Raven, of 127, Quay Street, Ultimo, Sydney, in which she graphically describes her pains, and in which she graphically effected the cure, in the form of a slight, temporary, tortuous, but, for years, and then the happiness that has come over her since her release from all those miseries.

## "REACHING THE BOTTOM DENG."

In her letter she says: "I don't think any in the world has suffered more cruelly from indigestion than I have. For years it poisoned my existence, blotted out the happiness and sunshine out of my life, and brought me to the very threshold of the grave. It would take a whole team of physicians to describe all the pains, aches, symptoms and miseries it occasioned me. At one time or another, I was weak, thin, pale, and nervous, unable to sleep, work, eat, or enjoy any of the pleasure of society. This was when I was residing at Hyde Park, Adelaide, South Australia, of which I am a native. I was attacked at different times by quite a number of medical men, but my case kept on going from bad to worse. In the end I could retain nothing on my stomach, and the mere sight of food often made me retch and vomit. The straining from this cause frequently brought on bleeding from the lungs, which I thought was a sure indication of consumption. I had reached the bottom rung of the ladder of life, I think two years back when, on a friend's advice, I began to take Mother Seigel's Syrup."

## "I AM PRACTICALLY HEALED!"

This is the end of the first phase of Miss Raven's remarkable story. Now mark the remarkable feeling with which she described the action of the wonderful cure which brought back the sunlight into her existence:—"To my great joy Mother Seigel's Syrup proved to be quite as good as my friend had represented it to be. From the first it enabled me to retain my food, and within a couple of weeks it created quite an appetite, a thing I had not possessed for years previously."

## "I feel like a better and brighter being."

"Instead of moaning about having dull, dreary, and helpless days, I am able to take an active interest in the affairs of life, and go out into society and enjoy myself with the best. After a few months of steady perseverance with the medicine my health was thoroughly re-established, and I still remain quite well and happy. If other will only profit by my experience I am sure that no one need suffer from indigestion who is prepared to give Mother Seigel's Syrup a fair trial."

The final phase of Miss Raven's cure is contained in the seven words near the close of her letter:—"I still remain quite well and happy!"

## THE OWL, GRILL &amp; OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS of LIQUOR served with Meals. Special Rates to Monthly Boarders.

NO. 51, DES VŒUX ROAD CENTRAL.

Hongkong, March 14, 1905.

## For Sale.

## FOR SALE.

## ONE TEAK WOOD LAUNCH.

Length 61 ft.

Breadth 10 ft.

Depth 4 ft.

Motor 5 ft. x 6 ft.

Engines 7 x 14 x 10.

Compound Surface Condensing.

For further particulars, apply

Box 74,

Care of CHINA MAIL Office.

Hongkong, June 7, 1905.

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## HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.

UNDER ENTIRELY NEW MANAGEMENT.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

## ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

## SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM

## THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

972

## MAIL STEAMER DEPARTURES.

THE Undersigned has received instructions to Sell by Public Auction,

on

SATURDAY,

the 10th June, 1905, at 2.30 p.m., at his

SALLES ROOM, DUMFRIES STREET,

A COLLECTION OF

JAPANESE CURIOS,

Comprising—

FINE SATSUMA WARE, BRONZE FIGURES,

LAQUERED PLATES, WATER COLOURS,

etc., etc.

Also—

A FEW FINELY-CARVED FOOCHEW PHOTO-

FRAMES.

On View from Friday, the 9th June.

Catalogues will be issued.

Terms—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, June 8, 1905.

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Ask for  
**TANSAN**  
A NATURAL MINERAL  
WATER Bottled at the  
Springs at Takaradzka,  
BY  
The Clifford-Wilkinson  
Tansan Mineral Water Co.,  
Limited, Kobe, Japan.

**Crisp,**  
**Delicious,**  
**Invigorating.**

Drink  
the  
World  
Renowned  
Nerve  
Muscle  
Strengthener.

THE Original and Genuine is J. Clifford  
Wilkinson's.  
ACTS gently, Acts pleasantly, Acts  
beneficially.

NOTHING like it, for depressed  
spirits.

SIMPLY marvellous,  
AND with its weight in Gold.

NOTHING can eclipse its popularity

**TANSAN.**

Can be obtained at all 1st Class  
HOTELS and BARS in the FAR  
EST.

Beware of fraudulent  
IMITATIONS.

The only genuine TANSAN  
Bears the name of  
**J. CLIFFORD-WILKINSON.**

**H. PRICE & CO.,**  
12, QUEEN'S ROAD.  
SOLE AGENTS FOR HONGKONG  
Hongkong, June 3, 1905.

**W.M. POWELL,**  
LIMITED.

**ALEXANDRA -**  
BUILDINGS.

NEW  
**SICILIAN**

**ALPACAS**

FOR

**SUMMER GOWNS,**

in Grey, Brown, Fawn,  
Navy and Light Colors.

**'Eclipse'**

**DRESS**  
**LINENS**

in Navy Blue, Butcher  
Blue, Light Blue, Green,  
Dark Red and Fawn.

AT

**75 Cts. per yard.**

INSPECTION INVITED.

**WILLIAM POWELL,**  
LIMITED.

**HONGKONG.**



MARIA

TRADE

TELEPHONE NO. 155.

MARIA

upon the Japanese. However, braving every danger, the flotilla continued to advance, and at 3.05 p.m. it got within two hundred metres of the Russian warship, which was still being fired on by the *Chinayeh*. The *Shiranui* discharged two torpedoes at her and the other torpedo-boats one each.

About this time a shell fired by the enemy hit a torpedo tube on the *Shiranui*, and almost immediately a second shell destroyed another tube on the same vessel, but none of the other Japanese boats sustained any injury. The enemy, on the other hand, was damaged most severely, and several of his vessels were sunk. When sunset came on the fighting was at its height, and the enemy was fast being thrown into disorder. In the meanwhile the 5th destroyer flotilla had completed the sinking of the *Borodino*, and it was about to join the Second Japanese Squadron when, at 7.25, the flotilla received the signal. A vessel which has the appearance of an enemy's submarine torpedo-boat, has appeared; your flotilla is ordered to attack it; upon this, the destroyer flotilla approached the indicated black object and found that it was a Russian vessel which had turned turtle and was showing its bottom on the surface of the sea. About 30 Russians were clinging to the wreck. In consequence of this discovery the flotilla immediately rejoined the battle line. At sunset, both sides ceased firing, but, when darkness had fairly come on, all the Japanese destroyer flotillas formed into two forces and commenced torpedo attacks as previously arranged. These continued during the whole night. At the first and second attempts, the torpedo-boats could not approach the enemy as they were exposed to the latter's searchlights, but at the third attempt the *Yugiri*, attacking a vessel of the *Orel* type, succeeded in sinking it. It is certain that other Russian vessels were also torpedoed. It is said that the ship above referred to as being of the *Orel* class was subsequently seen drifting upside down off Iki Island. During the attack, the enemy's vessels continued to move forward, while the Japanese Squadron maintained an interesting formation as in the day time. The only difference was that the distance between the rival forces was a little wider. At dawn on the 28th the Russian Fleet tried to make for Vladivostok by the route of the right coast of Corea, but the Japanese, intercepting their van, at a little past 9 a.m., fighting was again commenced, at a point 12 nautical miles east of Chikuhon Bay, Corea, and was continued throughout the day. During this engagement the Russian warships suffered most severely. Some were sunk and others were captured or surrendered. Up to the morning of this (Sunday) five out of the nine Russian battleships had been lost.

With regard to the events subsequent to the latter part of the 28th, no detailed account is yet available. It is said, however, that on the night of the 28th another severe torpedo attack was carried out. From the morning of the 29th until 4 p.m. on that day, attacks were continued on the remnant of the enemy's vessels, and the *Kniez Savoaroff*, the flag-ship of Admiral Rojstovsky, was sent to the Count Matsukata, Baron Yamamoto, Minister of the Navy, Baron Kiyours, Minister of Agriculture and Commerce, Count Hijikata, Baron Kuki, and Count von Arcos Valley, the German Minister, proceeded to the Imperial Palace yesterday morning to tender their congratulations on the naval victory.

A Tokio telephone message to the *Ministri* dated the 30th, states that Baron Yamamoto, Minister of the Naval Department, and Viscount Ito, Chief of the Naval Staff, have jointly sent a congratulatory telegram to Admiral Togo, Commander-in-Chief of the Combined Fleet, on his recent victory. — *Koko Herald*.

#### THE RUSSIAN SHIPS AT MANILA.

The *Cableman* of Manila of June 6, says:—

The horrors and pathos of the struggle between the forces of the Mikado and Czar are brought before Manilans by the arrival on June 3 of the Russian cruisers which bore the brunt of the fighting in the naval battle in the straits of Korea in which the Russian armada went down to defeat before the superior strategy and gunnery of the little brown men. The vessels formed the squadron under the command of Admiral Enquist and their great speed, (all are 24 knot ships), enabled them to make a place of safety before the bulk of the Baltic fleet had been destroyed.

The warships are the first class cruisers "Aurora" and "Oleg," the former the flag ship of Admiral Enquist, and the second class cruiser "Zemtchug." They are all modern vessels, belonging to the class of commerce destroyers, the first having been launched at St. Petersburg, in 1900, and the latter two in 1903.

The breach blocks of the vessels have been removed and turned over to Admiral Train, which amounts to dismantling.

Admiral Enquist, accompanied by Admiral Train, called at the Ayuntamiento yesterday morning and paid their respects to the chief executive.

Governor General Wright, pending instructions from Washington, decided to allow the vessels to remain in the harbor and make the necessary repairs and at a conference held subsequently on board the flagship "Oleg," it was determined to give the "Aurora" 60 days, the "Oleg" 30 and the "Zemtchug" seven days to repair. The vessels will be assigned berths behind the breakwater this morning.

The casualties on the three ships in the naval fight were as follows: "Aurora," 15 dead, 51 wounded, "Oleg," 13 dead and 30 wounded, and "Zemtchug," 40 wounded.

Thirty-five of the seriously wounded were transferred to the naval hospital at Cavite yesterday morning. Among them is Lieutenant Prince Porostan, who is reported to be in a critical condition.

The Captain of the "Aurora" was mortally wounded and died a few hours previous to his vessel entering Manila Bay. He was buried at sea.

By courtesy of Insular Surveyor Cairns, a *Cableman* reporter was permitted to accompany the harbormaster out into the bay yesterday morning, and the Russian flagship was boarded.

The Russian fleet was surrounded by a multitude of craft, discharging coal, flour and barrels of machine oil. The ships look seaworthy. The "Aurora" has a large hole in her starboard bow and upper works are damaged, apparently by close range small-caliber gun fire. The "Oleg" was struck no less than 14 times by the shells of the enemy and has two holes in her starboard side, about two feet above the water line. The "Zemtchug" is the least damaged of the three vessels, having escaped with some injuries to her central smokestack.

The "Aurora" presented a dirty appearance, and the officers and men wore badly soiled uniforms. They wore an unwashed unkempt lot, gloomy and dejected, and their only concern since the battle appears to have been to get out of range of the death-dealing guns of the Japanese and make a poor show of it.

The officers gave a graphic description of the greatest naval battle which was fought in the Tsushima straits on May 27.

On the morning of the 27th, while passing through the straits of Tsushima, en route to Vladivostok, we were suddenly attacked and surrounded by about ninety torpedo-boats apparently coming from the Japanese base at Takashima. A fierce battle ensued in which the Japanese cruiser squadron took part. After seven hours of fighting, the Admiral transferred his flag from the "Oleg," which had been torpedoed eight times, to the "Aurora." The latter vessel then drew the concentrated fire of the enemy. The Japanese pursued the tactics of placing their torpedo-boats in front to make the attack, while the battleships and cruisers lay off and bombarded at a five mile range.

#### SUICIDE OR PLAGUE.

##### A Strange Death.

A peculiar case came under the notice of the police yesterday in which the death of

had turned turtle and was showing its bottom on the surface of the sea. About 30

Russians were clinging to the wreck. In consequence of this discovery the flotilla immediately rejoined the battle line.

At sunset, both sides ceased firing, but, when darkness had fairly come on, all the Japanese destroyer flotillas formed into two forces and commenced torpedo attacks as previously arranged. These continued during the whole night. At the first and second attempts, the torpedo-boats could

not approach the enemy as they were exposed to the latter's searchlights, but at the third attempt the *Yugiri*, attacking a vessel of the *Orel* type, succeeded in sinking it.

It is certain that other Russian vessels were also torpedoed. It is said that

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#### THE "TRAVANCORE."

##### A SUCCESSFUL TOW.

The Vessel at the Docks.

The sailing ship "Travancore" (Captain Chamberlin) which went ashore on Folke Point on June 1, was successfully towed into the harbour yesterday afternoon by the Hongkong and Whampoa Dock Company's tug "Robert Cooke" (Captain Mclans). It will be remembered that the "Robert Cooke" towed the "Travancore" to Harbin Bay on June 3 and anchored her there pending the arrival of pumps, etc. The "Robert Cooke" then left for Hongkong and on arrival pumpings were made on board, comprising two five-inch pumps and a boiler. A diver also accompanied the tug. On arrival at Harbin Bay those on the tug found that during their absence the "Travancore" had grounded. She was perfectly upright, there being no list on her at all, which was considerably the reverse of the condition of the sailing ship when the "Robert Cooke" left her in Harbin Bay. On boarding her on Sunday morning it was seen that her decks were dry, but the water in the holds was two feet off the decks. The "Travancore's" pumps were at work, being manned by about fifty coolies, who had been obtained from the shore. Of what utility their efforts proved it is hard to say, but they did not seem to make much impression on the water in the ship. The boiler and pumping gear from the "Robert Cooke" were placed on board the "Travancore" and the work of erecting the necessary appliances was commenced. Meanwhile the diver had descended to examine the state of the hull. He found that there were no holes in the ship's bottom, but saw that her plates were bent and buckled. He closed about twenty rivet holes between the main and mizzen masts, which he saw were open, and reported all the plates under the bilge were badly strained or buckled, some being started. Going to the forecastle he examined it and it also was in a bad state. For about twenty feet along, the starboard side of the ship was badly bent and buckled. This was where the ship first came into contact with the rocks. The diver further reported that the rudder and stern post were not damaged.

By one o'clock on Sunday afternoon the pump, which was erected in the foredeck, commenced operations, but the result of pump working was hardly apparent for some time.

Next day the diver again made an examination of the bottom of the ship and he discovered that during the night about twenty-five rivet holes had burst. By the time the diver again made an inspection of the hull, this time being able to report that all seemed as tight as could be expected. Pumping operations were continued all the while, and when the water was down to about 21 degrees, but went back again to about 12 degrees, the diver again made an inspection of the hull, this time being able to report that all seemed as tight as could be expected. Pumping operations were continued all the while, and when the water was down to about 21 degrees, but went back again to about 12 degrees, the diver again made an inspection of the hull, this time being able to report that all seemed as tight as could be expected. 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## Intimations.

MIYAKO HOTEL,  
KYOTO, JAPAN.A NEW AND STRICTLY FIRST-CLASS HOTEL.  
December 6, 1904.THE COMMERCIAL UNION  
INSURANCE CO., LTD.

Such is the accelerated progress made of late by the Commercial Union Assurance Company that he would be a rash man (says the Post Magazine and Insurance Monitor) who ventured to set a bound to its future development, especially in view of the approaching acquisition of the business and connection of the Hand-in-Hand Insurance Society, which transaction, as our readers are aware, is being promoted by a Bill in Parliament, but which, of course, does not affect the present accounts. From the commencement of the Commercial Union's operations there were many who predicted that the now undertaking would be certain to make swift and successful headway as a fire office, and effectually to compete with old and popular establishments. Possibly, however, there was not more than a moderate enthusiasm when the Company, shortly after it got to work, entered upon first marine and then life business. But the superior connections of the directorate propitiously soon enabled the management, at a period favourable to such enterprise, to prove that each of the three departments could be made to compare in magnitude, profit and strength with any company making a specialty of only one of the branches of insurance undertaken. And this remark is in no way qualified by the recent addition of the Accident section; for here too are already infused the elements of success and greatness so long characteristic of the other sections. Each department seems to vie with the others in producing annually the best of results, with the consequence that this harmonious competition is raising the Company as an individual institution to a pre-eminence rarely attained.

In regard to 1904 the Fire Department of the Commercial Union Assurance Company exhibited not only the customary forward tendency which the insurance world is given to anticipate, but another advance on a large scale—and this time not due to the absorption of another company. The premium income was £1,967,712, or as much as £105,893 above that of 1903, when the increase was £11,767. The stride of £14,713 that occurred between 1899 and the end of 1901 was chiefly the outcome of the *Palatine* transfer, but this last movement would appear to proceed purely from the further development of an immense organisation. It is interesting, perhaps, to note that the addition last year exceeded the entire revenue of 1871, and further, that £17,000 does not measure the increase since the year 1890. These augmentations have happily been coincident with real prosperity, and it may properly be stated that on the average the Company has done vastly better in the fourteen years wherein the fire income has been gradually going up from one to two millions than in the twenty-nine years preceding. Losses during 1904 were in amount the largest yet sustained, but in proportion were most moderate. In all, they reached £1,091,895, and, since the ratio was as low as 55 per cent, the operations can only be regarded with ensuing satisfaction. Truly, the ratio was excelled in 1903, but that was a year long to be remembered for its exceptional excellence, whereas the last twelve months witnessed the Baltimore and Toronto conflagrations, which have left their mark on the accounts of British fire offices engaged on the American continent. Since its establishment in 1861, the Company has in twelve years had a lower loss ratio and in thirty-three a higher one. Expenses of management with commission come to £654,907, and at 33.2 per cent. of the premiums are economical and a little lower than in the previous account. Foreign State taxes, included here among the working charges, continued to grow, the payment's (or extortions, shall we say?) under this head, requiring £11,127 over 14 per cent. The amount of the trading profit was £220,850, which, with £56,117 credited for interest, made a balance on fire account of £276,967. Of this fire surplus, £76,000 was transferred to profit and loss account, £239 written off bad debts, and the balance of £201,429 added to the fire fund, thereby making it £1,983,005, or £16,233 over the year's net premium income and suddenly enlarged. Total fire premiums accounted for from the start to 31 December last have reached the imposing sum of £1,720,931; payments for losses have taken £19,124,049; so that the average for the whole time of 60.27 per cent. is established. Seven years ago the proportion worked out at 63.51 per cent. These facts show conclusively what science, system and discernment can do, and have done in this particular instance.

The Marine Department of the Commercial Union Assurance Company is superior to most gold mines, because of the steadiness of its output. The intake of premiums last year was £347,864, being £16,180 more than in 1903, but the settlements, at £103,409, were £9,745 less, and there was also a drop in the total expenditure. The account was, therefore, as good as can be hoped for, a surplus of £39,849, besides interest receipts of £17,170, resulting in a balance on the working of £116,819, or nearly £34,000 better than that shown in the previous statement. After transferring £50,000 to profit and loss, the marine fund was raised from £4,65,000 to £50,671, this increase in the reserve serving to emphasise the policy of fortifying each branch so that it may be and remain indifferent to fluctuations, of whatever description.

LAXATINE  
IS THE  
REMEDY.CHAMPAGNE.  
VEUVE CLICQUOT PONSARDIN  
RHEIMS.Maison fondée en 1783. WERLE & Cie., Succrs.  
ENGLAND-DEMI SEC. ENGLAND SEC. DRY ENGLAND. (EXTRA DRY).

\$48 per case of 12/1 or 24/2 bottles.

When asking for 'CLICQUOT,' that is to say, for the genuine 'LA VEUVE CLICQUOT,' the public are cautioned against accepting other brands with closely resembling names and labels.

APPLY TO—

CHINA EXPORT-IMPORT & BANK-CIE,  
SOLE AGENTS FOR CHINA AND JAPAN.  
2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

## FOR CANTON.

## INSURANCES.

FIREMAN'S FUND INSURANCE CO.  
OF  
SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1903.

ASSETS, GOLD.....\$5,858,820.37  
NET SURPLUS, GOLD.....\$2,156,118.20  
INCOME, GOLD.....\$3,470,787.53

## FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES &amp; CO.

Hongkong, March 23, 1904.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

## MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS &amp; CO.

Hongkong, April 26, 1904.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL Funds at 31st DECEMBER, 1903.

£18,898,650.

—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital ..... £687,500 0 0

II—Fire Funds ..... 3,056,961 12 3

III—Life &amp; Annuity Funds 13,154,188 16 7

£16,898,650 8 10

Revenue Fire-Branches... 1,935,128 0 10

" Life &amp; Annuity Branches... 1,016,755 11 9

£3,560,883 11 9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

The Undersigned Agents for the above Company are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES &amp; CO.

Hongkong, June 18, 1904.

1537

MARTIN'S  
APIOL & STEEL  
PILLS  
for Ladies.

Frank Kennedy has all inquiries.

" Father has a box of Martin's Pills in the house, which has no accommodation for two or more passengers, will be charged £3 extra.

First-class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday).

Ticket £6, 2nd class £1, 3rd class 50 cents.

Every Sunday there will be excursion at the following rates:—1st and 2nd class, Single Ticket £6, Return £2, 3rd class, Single 30 cents, Return 10 cents, Steerage 10 cents.

Any Meal can be supplied on Board at a charge of £1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged £3 extra.

First-class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday).

Ticket £6, 2nd class £1, 3rd class 50 cents.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY.

61, Queen's Road Central.

Hongkong, June 1, 1905.

1084

IRON, STEEL, METAL, AND HARD-WARE MERCHANTS.

Retail and Wholesale Ironmongers, Pig Iron and Foundry Coke Importers, and General Storekeepers. Prices Moderate.

Hongkong, December 14, 1904.

2249

## THE CHINA MAIL.

## Contractors.

## KANG ON &amp; CO.

BUILDERS AND CONTRACTORS.

No. 30, D'AGUILAR STREET.

CONTRACTORS to H.B.M.'s Govern-

ment, Admiralty and War Department,

etc., &amp;c. We keep always on hand the

largest supply of Building Materials at

Cheapest Prices. We Defy Competition.

Hongkong, March 10, 1905.

612

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts

at the rate of 3% per annum on the Daily

Balances.

On FIXED DEPOSITS:

For 12 Months ..... 4%

" 6 " ..... 3%

" 3 " ..... 2%

" 1 " ..... 1%

EVAN ORMISTON

Manager.

Hongkong, March 10, 1905.

611

BANKS:

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORIZED CAPITAL ..... £1,600,000

SUBSCRIBED ..... £1,125,000

PAID UP ..... £652,600

RESERVE FUND ..... £110,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts

at the rate of 3% per annum on the Daily

Balances.

On FIXED DEPOSITS:

For 12 Months ..... 4%

" 6 " ..... 3%

" 3 " ..... 2%

" 1 " ..... 1%

EVAN ORMISTON

Manager.

Hongkong, May 2, 1905.

234

BANKS:

THE CHARTERED BANK OF INDIA,

AUSTRALIA, AND CHINA.

NO. 50, DES VŒUX ROAD CENTRAL.

Contractors to H.B.M.'s Government.

We always keep a large Stock of BUILD

ING MATERIALS at Reasonable Prices.

Hongkong, February 20, 1905.

324

BANKS:

THE CHARTERED BANK OF INDIA,

AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP ..... £890,000

RESERVE LIABILITY OF SHARE-

HOLDERS ..... £890,000

RESERVE FUND ..... £875,000

INTEREST allowed on Current Accounts

at the rate of 3% per annum on the Daily

Balances.

On Fixed Deposits:

For 12 Months ..... 4%

" 6 " ..... 3%

" 3 " ..... 2%

" 1 " ..... 1%

T. P. COCHRANE

Manager.

Hongkong, May 18, 1905.

46

BANKS:

THE BANK OF TAIWAN,

LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

CAPITAL SUBSCRIBED ..... YEN 5,000,000

CAPITAL PAID-UP ..... YEN 2,500,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Kobe, Tsinan, Tsinan, Tsinan, Tsinan,

Nagasaki, Tsinan, Tsinan, Tsinan, Tsinan,

Fukow, Tsinan, Tsinan, Tsinan, Tsinan,

Kuching, Tsinan, Tsinan, Tsinan, Tsinan,

HONGKONG OFFICE:

## ST. VITUS' DANCE CURED

By DR. WILLIAMS' PINK PILLS.

DAYLY growing more common in school children, St. Vitus' Dance is one of the most difficult disorders to cure. Ordinary medicine often fails to touch it. The great success of Dr. Williams' Pink Pills in this ailment makes them important to parents.

Mrs. Owen, 24, Bath-street, Newton Heath, Manchester, England, mother of a child cured, said:—

"My little girl had a slight accident in the Physical Drill lesson. I kept her at home and when she went to school again the poor little thing could not do the slightest thing without trembling with fear.

Sometimes she nearly fainted.

The School Board inspect-

or saw that she had St. Vitus

dance. Her arms and neck began to twitch; it was pitiful to see her. She would flush about the face, and was often sick. She never went out to play with other children. She was very weak, too, and I did not know what to do. St. Vitus' dance is a terrible affliction. The sufferer is nervous, twitching, starting, all the time. You can do nothing but watch her waste away, never rest. That was Mimmo's state before I gave her Dr. Williams' Pink Pills. She was better after the very first dose, and from that time she kept on steadily improving. I have great faith in Dr. Williams' Pink Pills. For ten years I have seen them effect many wonderful cures, even more marvellous than Mimmo's."

From St. Vitus' Dance to Paralysis and Locomotor Ataxy, these pills have effected wonders in nervous disorders. They enrich and purify the blood, and feed the starved nerves through the blood. Sciatica, Rheumatism, Eczema, Rickets, Anemia, Diphtheria and Consumption have been cured repeatedly, as well as the ailments of India. Dr. Williams' Medicine Co., Holloway, London, will forward, post free, one bottle for 2s. 9d., or six for 13s. 9d.; but there is no difficulty in purchasing of any medicine dealer, if care be taken to avoid substitutes.

VISITORS AT HOTELS.

PONGWONG HOTEL.

Mr. H. J. Bailey Dr. Samuel Knopps

Mr. A. S. Baker Mr. C. Kray

Mr. C. W. Banks Mr. A. H. Laing

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Bingham & child Mr. A. R. Lewis

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and infant Mrs. P. N. Merle

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and child Moon

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Horn Dr. Francia E. Oxford Patey

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J. Clark, R. N. Mr. F. O. Ranney

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Miss Gay Mrs. Staples

Mr. C. G. Glover Mr. A. L. Stein

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Mr. and Mrs. F. G. Gronek Mr. Edgar Swindells

Col. Gunnigle Mr. J. Thorburn

Miss Gunnigle Mr. & Mrs. T. Trelle

Capt. T. Hall Mr. W. D. Trimmell

Mr. J. Hanraon Mr. C. H. Unchuan

Mr. R. Harding Mr. C. W. Vickers

Mr. H. J. Haslett Miss E. Watkins

Miss Hetherington Mr. J. C. W. White

Mr. F. L. Higginson Mrs. C. L. Williams

Mr. and Mrs. E. D. Mr. H. E. Wolf

Houston Mr. and Mrs. G. E. R. N.

Engineer Capt. Hurst Mr. W. W. Woerner

Capt. R. Innes Mr. M. W. Yester

Mr. E. F. Johnson Mr. F. C. Zehmann

Mr. H. H. Komplf Mr. and Mrs. E. Zobol

Mr. F. K. Kerr child and maid

Mr. Chas. G. King

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Mrs. Adair Mr. H. Emery Miller

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Mr. W. P. Barber Jr. Mr. H. R. Newbrow

Mr. William Bruce Miss J. A. Nicholls

Miss J. Burns Mr. R. Nogueira

Mr. W. Church Mr. W. T. Parker

Mr. E. Eden Capt. Peterson

Mr. G. W. Evans Mr. T. Petrie

Mr. and Mrs. H. E. Evans Mr. T. Petrie

Mr. R. N. Evans Mrs. Priestley

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Mr. R. J. Hartigan Mr. Schwartz

Mr. Thos. Hoffman Mr. J. P. Solden

Mr. A. L. Hoimsoth Major Parry

Mr. H. H. Heiner Capt. Paxton

Mr. G. H. Heiser Mr. Stoiger

Mr. J. H. Holus Mr. F. Stoltz

Mr. M. Henry Mr. S. H. Sutton

Mr. H. Hoffmaster Mr. C. Templeton

Mr. C. James Mr. and Mrs. Tommott

Mr. R. M. Joseph and children

Mr. J. E. Joseph Mr. D. R. Williams

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Mr. Roger J. Andap Mr. J. Loh

Mrs. Bell Mr. Alex. J. Lugebl

Mr. A. E. Blane Mr. McMillan

Mr. E. Bowron Mr. U. Nevgrena

Mr. F. Chapple Mr. F. Oliver

Mr. J. Cruckshank Mr. and Mrs. Pescio

Mr. F. O. Day Mr. Raynor

Mr. L. T. Delaney Mr. and child

Mr. Ezra Mrs. Smithson

Mr. A. Fletcher Mr. Somerville

Mr. Franka Miss Square

Miss M. Gains Mr. O. Steager

Mr. T. F. Gillison Mrs. Tennison

Mr. J. Jorgenson Mr. Watson

Mr. R. Knox Mr. Arch. Watson

Mr. V. Lugebl Mr. S. White

## SHIPPING.

## ARRIVALS.

June 8.—  
Eastern, British str., 3,688, W. Ellis,

Kobe June 3, General.—GIBB, LIVINGSTON & CO.

Indraude, British str., 3,457, East-

brook, Newcastle via Sydney May 19, Coal.

SEWAN, TOME'S & CO.

TSUWAN, British steamer, 1,410, T. A.

Mitsuharu, Wuhu June 2, Rice.—JAMIN-

MARU & CO.

Heidiva, Mennell, German str., 980, C.

Schleswig, Wuju June 3, Rice for Canton.

SANDER, WIELER & CO.

Paoing, British str., 1,480, H. Wavell,

Amoy June 7, General.—BUTTERFIELD &

SWINE.

Twinkau, German str., 1,002, O. Koch,

Kochi, June 2, Rice and General.

YUNMEN, British sailing vessel, 1,900,

Champlain, towed in from Harbin Bay

by tug Robert Couke.

June 9.—  
Nubia, German str., 2,065, G. Haber,

Amoy June 7, General.—HAMMERS-

MARK & CO.

Heidiva, Mennell, German str., 980, C.

SCHLESWIG, British str., 1,480, H. Wavell,

Amoy June 7, General.—BUTTERFIELD &

SWINE.

Prometheus, British steamer, 3,583, Geo.

Moir, Glasgow, via Liverpool and Singapore

June 4, General.—BUTTERFIELD & SWINE.

Deaconess, German steamer, 1,057, Ig-

gurken, Kao-kao May 30, Rice.—BUT-

TERFIELD & SWINE.

Tea, British str., 1,316, W. B. Brown,

Manila June 6, General.—BUTTERFIELD &

SWINE.

Java, British str., 2,631, S. Barcham,

London April 29, and Singapore June 4,

General.—P. & O. S. N. CO.

Catua, American gunboat, from Canton.

Paoing, British str., from Canton.

DEPARTURES.

June 9.—  
Kint